

Recognized Authority on  
Connellsville Coke Trade.

# Weekly The Courier

Circulates Wherever Coke  
is Manufactured or Used.

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EIGHT PAGES.

## Prices and Prospects.

### PRICES OF SECOND HALF CONTRACT COKE SHOW FURTHER STIFFENING

Operators Not Inclined to Book  
at \$8; Buyers Not  
Eager.

#### SPOT FURNACE SOFTENS

With the Market Well Established at  
About \$7.50; Spot Foundry Holding  
in Neighborhood of \$10 to \$10.50; A  
Sharp Advance in Pittsburgh Coal.

Special to The Weekly Courier.  
PITTSBURGH, May 2.—Views of  
coke operators as to contract prices  
for second half have undergone some  
further stiffening in the past week,  
and there are now some operators  
who express an unwillingness to book  
contracts for second half furnace  
coke at \$8.00, when a fortnight ago  
that was regarded as rather a high  
figure. Precisely what operators  
could do in the event of actual ne-  
gotiations is a question, as the fur-  
naces are not showing any eagerness  
to put out formal inquiries. There  
are rumors that some business has  
been put through in the past week at  
materially less than \$8.00, but details  
cannot be secured just now. The  
market for foundry coke on contracts  
is very strong, as some of the regular  
reducers are practically sold up for  
the balance of this year while others  
are only limited tonnages remaining  
and are quite content to delay making  
sales.

The market for furnace coke for  
spot shipment has softened further,  
being now well established at about  
\$7.50 for standard brands to consum-  
ers. Brokers have been able to pick  
up coke at somewhat lower prices,  
though usually only in the case of  
rands not regarded as strictly stand-  
ard. There is a different alignment  
to brands than obtained a few  
weeks ago, when almost any coke was  
acceptable in lieu of something bet-  
ter. Furnaces have become more par-  
ticular and some brands formerly ac-  
cepted as standard can now be sold  
only at a discount. The market for  
foundry coke for spot shipment has  
softened. A few operators are  
holding out for \$10.50, while some  
are fairly free sellers at \$10.00 and  
there are brands available at \$9.50.  
Even at \$9.50 the spread between fur-  
nace and foundry coke is abnormally  
high. The market now stands quite  
as follows, with a little leeway  
either direction in the case of fur-  
nace coke:

Spot furnace ..... \$7.50  
Contract furnace ..... \$8.00  
Spot foundry ..... \$9.50 to \$10.50  
Contract foundry ..... \$9.50 to \$10.50

Average prices of spot coke by  
on this since the first of the year have  
been as follows:

	Mar.	Apr.	May
Spot furnace	\$7.44	\$7.50	\$7.50
Contract furnace	7.50	8.00	8.00
Spot foundry	9.50	10.00	10.00
Contract foundry	9.50	10.00	10.00

The Pittsburgh district coal market  
has experienced a sharp advance in  
the past week, ascribed partly to  
any buying by the Pennsylvania  
road, in part to car scarcity, and  
part to a general desire on the part  
of consumers to stock up against the  
possibility of still greater scarcity  
when the lake shipping season opens  
force. Pittsburgh district coal has  
been moving to the lakes in a limited  
way for three weeks, and some lake  
seals have been taken on cargoes, but  
there is hardly a regular movement on  
the lakes as yet. Latest quotations  
for spot coal at \$3.75 to \$4.00 for  
standard and \$4.25 to \$4.50 for gas, per  
ton at mine, Pittsburgh district.  
The local pig iron market continues  
to be rather quiet. Basic has been al-  
most stagnant. Bessemer has ad-  
vanced \$1 a ton in the minimum,  
and fair sized lots having been  
sold at \$43.00; Valley, while some  
all lots have brought \$45.00, a price  
it has been quoted by some sellers  
for ten days but has not been actually  
traded until the past few days.  
Unleaded and malleable grades are  
on hand, though not particularly  
lively. There is more being sold to-  
wards the higher price in the quoted  
range than there was a week ago.  
The market as a whole is quotable  
as follows:

Basic iron ..... \$42.00 to \$45.00  
Bessemer iron ..... \$43.00 to \$46.00  
Spot foundry ..... \$44.00 to \$47.00  
Contract foundry ..... \$44.00 to \$47.00

The average of quoted prices thus  
far this year has been as follows:

Basic iron ..... \$42.00 to \$45.00  
Bessemer iron ..... \$43.00 to \$46.00  
Spot foundry ..... \$44.00 to \$47.00  
Contract foundry ..... \$44.00 to \$47.00

V. F. Snyder & Company announce  
in computations of average prices  
based on actual sales of 1,000-ton  
lots and over during April at \$37.996  
basic, an increase over the March  
average of \$5.459, and \$41.232 for  
bessemer, an increase of \$4.609.

All quotations above are f. o. b.  
they furnaces, prices delivered  
being higher by the 55 cents  
right.

Superintendents' Confer-  
ence of superintendents of  
H. C. Frick plants in the region  
held yesterday afternoon in Un-  
town. Conditions in the region  
discussed but no special sig-  
nificance was attached to the meeting,  
was stated. The session closed  
at a dinner at the Brunswick hotel.

## Review of the Connellsville Coke Trade.

### Statistical Summary.

PRODUCTION.	WEEK ENDING APRIL 28, 1917.				WEEK ENDING APRIL 21, 1917.			
	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	20,592	18,534	1,758	210,610	20,584	18,510	1,728	200,652
Lower Connellsville	17,045	16,117	1,528	169,168	17,615	16,146	1,600	168,881
Totals	37,637	34,651	3,286	379,778	38,199	34,656	3,328	369,533
FURNACE OVENS.								
Connellsville	17,045	15,551	1,187	176,754	16,081	15,707	1,187	167,606
Lower Connellsville	5,826	5,567	369	58,975	5,826	5,467	369	55,134
Totals	22,871	21,118	1,556	235,729	21,907	21,174	1,556	222,740
MERCHANT OVENS.								
Connellsville	15,551	14,093	1,071	142,853	14,554	13,913	1,071	139,936
Lower Connellsville	11,519	10,960	1,150	111,005	11,819	10,988	1,151	108,717
Totals	27,070	25,053	2,221	253,858	26,373	24,901	2,222	248,653
SHIPMENTS.								
To Pittsburgh	4,648 Cars.		163,258 Tons.		4,010 Cars.		146,500 Tons.	
To Points West of Pittsburgh	5,510 Cars.		197,173 Tons.		5,135 Cars.		183,525 Tons.	
To Points East of the Region	1,737 Cars.		65,888 Tons.		1,145 Cars.		40,413 Tons.	
Totals	11,895 Cars.		426,319 Tons.		10,290 Cars.		370,438 Tons.	
By River.			1,500 Tons.					

## FOURTH VOLUNTARY WAGE ADVANCE MADE BY H. C. FRICK COKE COMPANY WITHIN 15 MONTHS IS ACCEPTED THROUGHOUT REGION GENERALLY

The Last Increase of 10 Per Cent, Effective May 1, Makes the Total Average Increase  
Since February 1, 1916, 38.2 Per Cent Over the Scale of April 1, 1912 and 144.8  
Per Cent Over Rates Established by First Scale Posted 23 Years Ago.

The fourth successive voluntary advance in  
the wages, during the past 15 months, of the  
men employed in and about the mines and up-  
on the coke yards of the Connellsville coke  
region, became effective on Tuesday. On the  
afternoon preceding the H. C. Frick Coke com-  
pany, as has been its custom for the past 23  
years, posted simultaneously at all its works  
the formal notices of the advance. On the day  
following the independent furnace and mer-  
chant operators, as has also been their custom,  
made announcement of their intention to pay  
what has become to be generally termed the  
"Frick Scale."

The increase was not unexpected, it hav-  
ing been forecasted several weeks ago when  
the United States Steel Corporation announced  
an advance of 10 per cent in wages, effective  
May 1, at its iron and steel plants, coupled with  
the statement that the increase would also ap-  
ply to the employees of the subsidiary com-  
panies.

The latest advance makes a total average  
increase of 38.2% in the wages of the coke  
workers since the scale of April 1, 1912 was  
supplanted by the four new scales, beginning  
with that of February 1, 1916. The increase  
by the scale of the last named date averaged a  
trifle over 10%. The second scale, of May 8,  
1916, averaged a trifle over 5%. The scale of  
December 16, 1916, was approximately 10% in-  
crease, and that dated from May 1, 1917 pro-  
vides practically the same rate of increase.

Even before any of these four advances  
were made the workers of the Connellsville re-  
gion were the best paid in the bituminous coal  
industry of the United States. The recent in-  
crease places them far in the lead of wage  
earners in all the mining or coke making re-  
gions in the world.

Since the adoption of the first scale on Fe-  
bruary 10, 1894, there have been but two re-  
ductions in the rates of wages. The first was made  
in the scale of December 16, 1903, when a re-  
duction of 20% was made from the scale of  
January 1, 1903. On March 1, 1905, an increase  
of 10% was made and two years later another  
10% was added, fully restoring the scale of  
January 1, 1903. The second reduction of 10%

was made January 1, 1908. This was restored  
by the scale of January 16, 1910, since which  
time each succeeding scale has provided a 10%  
advance, except that of May 8, 1916, which was  
a trifle over 5%.

Compared with the scale of December 16,  
1916, which the latest scale supplants, the in-  
crease in wages range from 9.09% in some  
classes of labor to 11.1% in other classes, or an  
average for all classes of 9.92%. Compared  
with the scale of April 1, 1912, which con-  
tinued in force until February, 1916, the four  
advances, including the one of that date, those  
of May 8 and December 16, 1916, and the one  
announced this week, ranges from 35.1% for  
some classes of labor to 42.8% for others, or an  
average for all classes of 38.2%.

Under the new scale pick miners will re-  
ceive from \$2.00 to \$2.35 per hundred bushels  
for mining and loading load, depending upon  
the character of the working place in which it  
is mined. Hand coke drawers will receive  
\$1.20 per hundred bushels charged, or prac-  
tically three times the wage under the first scale  
of 23 years ago. "Full run" men will receive  
\$3.85 and \$3.80, according to whether they  
work in shafts and slopes or in drift mines.  
Inside day men, including tracklayers, blasters  
and timbermen, receive the same wages as the  
"full run" men. Inside laborers, dumpers and  
tippemen and chargers receive \$3.00 by the  
usual methods of computing the day's work.  
All "full run" men will be paid extra time as  
heretofore. Forking box cars will pay \$2.50  
to \$2.75 depending upon capacity.

In the following table a comparison is  
given between the first scale of February 10,  
1894, the scale of April 1, 1912, and the scale  
now in effect, showing the advances in the  
rates of pay for the several classes of work  
which have been made during 15 months past  
and in the 23 years during which the Frick  
scale has been accepted as the region's stand-  
ard. The gain during 15 months has averaged  
38.2% and during 23 years it has averaged  
144.8%, indicating that the coke operators  
have not lacked in giving substantial recogni-  
tion to the faithfulness of their employees as  
well as sharing prosperity with them in a  
most equitable manner.

CLASSES OF WORK	SCALE OF RATES			INCREASES		
	Feb. 10, 1894	Apr. 1, 1912	May 1, 1917	In 15 Months	In 23 Years	Years
Mining and loading room and rib coal, 100 bu.	\$1.25	\$1.44	\$2.00	\$1.75	\$1.25	100%
Mining and loading heading coal, 100 bu.	.85	1.58	2.20	1.35	1.35	158%
Mining and loading wet heading coal, 100 bu.	.65	1.70	2.38	1.73	1.73	266%
Drawing coke, per 100 bu. charged	.43	.82	1.20	.77	.77	180%
Leveling, per oven	.08	.13	.18	.10	.10	125%
Drivers, rope riders (shafts and slopes)	1.55	2.85	3.85	2.30	2.30	148%
Drivers, rope riders (drifts) full run	1.55	2.85	3.85	2.30	2.30	148%
Cargers, per full run	1.55	2.85	3.85	2.30	2.30	148%
Tracklayers, blasters and timbermen, (shafts and slopes)	1.55	2.85	3.85	2.30	2.30	148%
Tracklayers, blasters and timbermen, (drifts), per day	1.35	2.15	3.20	1.85	1.85	137%
Assistant tracklayers, blasters, timbermen, per day	1.25	2.15	3.20	1.95	1.95	156%
Inside laborers, per day	1.35	2.15	3.20	1.85	1.85	137%
Dumpers and tippemen, per full run	1.40	2.15	3.20	1.80	1.80	129%
Forking cars, 40,000 lbs.	.75	1.75	2.50	1.75	1.75	233%
Forking cars, 50,000 to 60,000 lbs.	.85	1.85	2.60	1.75	1.75	205%
Forking cars, over 60,000 lbs.	.95	2.00	2.75	1.80	1.80	189%

## Frick Wage Scales Paid by the Connellsville Coke Region Generally From The First Scale of Feb. 10, 1894, to the Last Advance Effective May 1, 1917

CLASS OF WORK	Feb. 10, 1894	Apr. 1, 1912	Oct. 1, 1916	Jan. 1, 1917	May 1, 1917	Jan. 1, 1917	Apr. 1, 1917	May 1, 1917	Jan. 1, 1917	Apr. 1, 1917	May 1, 1917	Jan. 1, 1917	Apr. 1, 1917	May 1, 1917	Jan. 1, 1917	Apr. 1, 1917	May 1, 1917	Jan. 1, 1917	Apr. 1, 1917	May 1, 1917
Mining and loading room and rib coal, 100 bu.	\$1.25	\$1.44	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00
Mining and loading heading coal, 100 bu.	.85	1.58	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20
Mining and loading wet heading coal, 100 bu.	.65	1.70	2.38	2.38	2.38	2.38	2.38	2.38	2.38	2.38	2.38	2.38	2.38	2.38	2.38	2.38	2.38	2.38	2.38	2.38
Drawing coke, per 100 bu. charged	.43	.82	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Leveling, per oven	.08	.13	.18	.18	.18	.18	.18	.18	.18	.18	.18	.18	.18	.18	.18	.18	.18	.18	.18	.18
Drivers, rope riders (shafts and slopes)	1.55	2.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85
Drivers, rope riders (drifts) full run	1.55	2.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85
Cargers, per full run	1.55	2.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85
Tracklayers, blasters and timbermen, (shafts and slopes)	1.55	2.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85	3.85
Tracklayers, blasters and timbermen, (drifts), per day	1.35	2.15	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
Assistant tracklayers, blasters, timbermen, per day	1.25	2.15	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
Inside laborers, per day	1.35	2.15	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
Dumpers and tippemen, per full run	1.40	2.15	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
Forking cars, 40,000 lbs.	.75	1.75	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50
Forking cars, 50,000 to 60,000 lbs.	.85	1.85	2.60	2.60	2.60	2.60	2.60	2.60	2.60	2.60	2.60	2.60	2.60	2.60	2.60	2.60	2.60	2.60	2.60	2.60
Forking cars, over 60,000 lbs.	.95	2.00	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75

## Production and Output.

### SHIPMENTS OF COKE ARE AGAIN NEARING THE 400,000 TONS MARK

#### COKE TRADE SUMMARY.

The average shipments of coke from the Connellsville region during the past two weeks was somewhat over 360,000 tons, which indicates that the recovery from the Easter holiday slump has been complete and that a near approach is being made to the average weekly tonnage which was attained before the blight of transportation interruptions fell upon the region in the late months of last fall. By the lapsing over of shipment records the exact tonnage to be credited to last week is not ascertainable, but it is known to have been considerably larger than that of the previous week and therefore the highest mark of the year to date. Production made a substantial gain last week, approximately 20,000 tons. Normal operating conditions prevail in the region generally. Car supply is better, not so much in the sense of higher allotment percentages as in a better distribution over the several working days of the week. There has been a stiffening in the prices for contract coke for the second half, operators being inclined to book at \$8, which is a higher price than was being asked by buyers a few weeks ago. Spot furnace coke has softened somewhat, \$7.50 being the established price. Spot foundry ranges \$10.00 to \$10.50 for standard grades, those under standard shading down to \$9.50. Pittsburgh coal made a sharp advance during the week, spot steam being quoted at \$2.75 to \$3.00, and \$2.50 to \$2.75 at mine.

Recovery From Easter Slump  
General and Earlier Than  
Usual.

#### CAR SUPPLY IS BETTER

Not So Far as High Percentages Go,  
But Better Distributed Through the  
Days of the Week; Outlook is Good;  
River Shipments of Coke Resumed.

On their face the recorded figures of last week's coke shipments indicate a near approach to an efficiency of output such as was attained before the blight of interrupted transportation settled down upon the region in the late months of last fall. In reality, however, these figures show the shipments of the past week and part of the week preceding, the lapsing over in records having been caused by some shipments being diverted out of their regular course to the scales, as was noted last week.

The record for last week shows a total of 426,214 tons shipped by rail and river. The partial record of the preceding week showed a total of 364,738 tons. A comparison would indicate a gain of over 61,000 tons, but that is manifestly in excess of the actual gain. It being impracticable to determine just what part of the weights for the preceding week were carried forward into last week's record, an average of the two weeks' total is about the only method of determining an approximately correct gauge of movement. This average is found to be 395,476 tons. The movement during the week ending April 21 was larger than the partial record indicated, just as last week's movement was larger than the average of the two weeks. What the exact discrepancy was in either case is immaterial. It is enough to know that more coke was moved and that the volume of weekly tonnage has reached a new high point for the year to date. From present indications the 400,000 tons weekly mark seems to be in sight after a rather long disappearance from the records.

## A RECOVERY AND A RECORD

Made by the Upper Connellsville and the Greensburg-Connellsville Coke Districts During Last Week.

The Upper Connellsville and the Greensburg-Connellsville districts made not only a notable recovery from the "Big Easter" slump in last week's operation, but they attained an output tonnage which is the heaviest recorded for a single week since April 8, 1916. The gain last week was 9,236 tons, which was very evenly divided between the two districts but very unevenly divided as to destinations. Eastern shipments showing the usual gain of 9,236 tons and Western shipments showing a falling off of 69 tons.

Totaled the shipments from the two districts for the week ending Saturday, April 28, were as follows:

District	East	West	Total
Upper Connellsville	9,236	16,952	26,188
Greensburg	1,000	1,000	2,000
Lower Connellsville	1,000	1,000	2,000
Westmoreland	1,000	1,000	2,000
Allegheny	1,000	1,000	2,000
Washington	1,000	1,000	2,000
Franklin	1,000	1,000	2,000
Adams	1,000	1,000	2,000
York	1,000	1,000	2,000
Dauphin	1,000	1,000	2,000
Lebanon	1,000	1,000	2,000
Carlisle	1,000	1,000	2,000
Harrisburg	1,000	1,000	2,000
York	1,000	1,000	2,000
Dauphin	1,000	1,000	2,000
Lebanon	1,000	1,000	2,000
Carlisle	1,000	1,000	2,000
Harrisburg	1,000	1,000	2,000











## FORM RIFLE CLUB HERE; 56 MEMBERS NOW ON THE ROLL

Harry Cook President of Organization to Promote Marksmanship Among Local Men.

## ORGANIZATION PERFECTED

Constitution and By-Laws Adopted. Make Balloting Necessary for Admission of New Members; Rifles and Ammunition are to be Secured.

The permanent organization of the Connelville Rifle Association, which has been in process of formation for some weeks past, was completed at a meeting held in the armory Thursday. Harry Cook was chosen president; D. A. Ripley, vice president; D. K. Dilworth, secretary; J. B. Kurtz, treasurer, and R. S. Cooper, executive officer.

A constitution and by-laws, conforming to the state and national association standards, was adopted. The initiation fee was fixed at \$1 and the annual dues at \$1. The local organization will form a unit in the Pennsylvania State Rifle Association and through it will be affiliated with the National Rifle Association. This is an organization devoted to the promotion of rifle practice among civilians and is under the general direction and supervisory control of the Secretary of War and the adjutant general of the several states having state associations.

The application for membership of the local association in the state and national associations will go to the state officers for approval, then to Adjutant General Thomas J. Stewart and by him forwarded to the Secretary of War. When it receives the sanction of the latter the local association will then be fully authorized to make its requisitions for rifles and ammunition. These will be supplied from the state arsenal at cost, \$5 for the Krag-Jorgensen rifle and \$15.99 per thousand rounds for the ammunition. Each accredited member, who qualifies each year according to requirement of the association, is furnished with 200 rounds of ammunition without charge. Ammunition in excess of that will be purchased.

At the meeting last night over 50 men, representatives of the trades, professions and callings followed in the city were present. Those enrolling as members numbered 56 and were as follows: Harry Cook, Thomas R. Breunert, A. J. Buttermore, W. N. Leche, E. W. Horner, T. R. Cunningham, D. K. Dilworth, E. W. Lloyd, J. A. Cunningham, Joseph McConnell, E. G. Hall, R. S. Cooper, John F. McCoy, R. Cox, J. B. Kurtz, Rev. J. L. Proudfoot, L. E. Hankinson, Dr. E. W. Douglas, Dr. E. L. Junk, F. R. Graham, Harry Dunn, E. K. Dick, J. M. Young, T. J. Hooper, D. A. Ripley, W. R. Kenney, R. C. Beers, H. O. Thomas, Dr. T. B. Edwards, W. J. Beuscher, E. N. Stahl, J. C. Lytle, W. S. Raudenbush, J. F. Holland, Daniel Sinclair, I. Aaron, A. S. Cox, W. R. Clasper, J. W. Suder, Rev. G. L. C. Richardson, R. B. Hyatt, J. M. Sembrer, F. R. Wright, James Melly, John L. Gans, Albert Fleming, W. L. Robinson, A. B. Morton, C. Roy Heitzel, L. W. Whipple, A. C. Herwick, J. L. Schick, P. H. Beighley, J. Howard Henderson and P. Bufano.

Applications for membership in the association will be made in a form to be prescribed and the candidates will be balloted upon before admission.

## PRICE WOULD JOIN

ROOSEVELT'S DIVISION. Councilman M. B. Price has applied for admission to the division now being formed by Colonel Theodore Roosevelt to carry the war to France. Mr. Price is probably the first local man to enlist in the Roosevelt division. He says he will do anything that Teddy says, but he would like to see some actual service.

Whether the government will allow Colonel Roosevelt to use the division which is being enlisted is, of course, still a problem. Mr. Price hopes that in the case of refusal the New York state authorities will sanction the Colonel's division and put it to some use. The ex-President's idea is to enlist 120,000 men, to go to the front immediately. Over 65,000 men have already signed their willingness to go where Roosevelt leads. They are all between the ages of 25 and 45.

Mr. Price sent in his application on Wednesday and has as yet received no reply.

## DUNBAR CELEBRATION PROVES BIG SUCCESS.

The Italian-American patriotic celebration in Dunbar, Friday, eclipsed any demonstration of the kind ever held there. It was a complete success from start to finish, and the turnout, especially of the Italian people, was certainly the largest the town has seen in some time, in spite of the fact that inclement weather set in and did its best to mar the occasion. The success of the celebration was due mainly to the efforts of a committee of Italians living in Dunbar and vicinity, headed by Guy Corrado and Albert Visconti. Mr. Corrado and Mr. Visconti are enthusiastic about the rally and are grateful to all who helped carry it out to well.

The program was carried out just as announced, with one exception. Lee Brownfield of Uniontown, scheduled for a speech, was unable to be present because of sickness, and E. J. McDaniels, another Uniontown man, was given his place on the program, while Rev. D. E. Miner of Dunbar took Mr. McDaniels' place. Rev. Father J. P. Brennan of Dunbar gave what is declared by many who were present as one of the best speeches they ever heard. Rev. Father Brennan urged everybody to enlist in some patriotic service, and boosted the Dunbar military company high.

The flag was raised to the top of a 40 foot staff, erected on the Dunbar House, by Miss Helen Corrado, to the accompaniment of the playing and singing of "The Star Spangled Banner" and a salute of 21 bombs. Earlier in the evening Miss Beatrice Brownlee sang "My Country Needs You," and was encored three times.

The music was all good, the Buttermore Military Band, the Royal Italian Band, both of Connelville, and the Politz Drum Corps of Dunbar, all gave patriotic selections. Elaborate fireworks were staged, too. The speakers' stand was erected in the Nelson lot, near the Dunbar House. It was decorated with flags and bunting, and with electric lights furnished by the Dunbar Electric company. The whole town was gay with flags.

## DR. EDIE CAPTAIN IN MEDICAL CORPS.

Dr. E. B. Edie Friday morning received his commission as captain in Medical Officers' Reserve Corps. Dr. Edie made application for admission to the corps some time ago.

## LABOR COUNCIL LOYAL TO U. S.

Connellsville Union Men Declare Allegiance to Flag and Willingness to Serve Nation.

Resolutions supporting the government in its war with Germany, pledging a new allegiance to the flag and offering the services of its members in any capacity to the President, were adopted at a meeting of Connellsville Trades and Labor Council last night. A copy will be sent to the President, Governor Brumbaugh and Congressman Sterling.

The text of the resolution follows: Whereas, at the outbreak of the European war, the sympathies of the various members of the Connellsville Central Trades and Labor Council were perhaps divided among the belligerent nations; and whereas, inasmuch as the United States, though desiring to be neutral and at peace, was inadvertently drawn into the world conflict for the maintenance of her honor and in the interest of suffering humanity, and with no thought of revenge, territorial conquest or claims of indemnity; therefore, be it Resolved, that the Central Trades and Labor Council of Connellsville, assembled in regular session on this night of April 26, 1917, go on record as supporting the government in the stand it has taken, and pledge anew our allegiance to the Stars and Stripes, and offer our services and our resources in whatever capacity the President of the United States may be authorized by Congress to utilize, that that democracy, which we hold must dear to our hearts, may be preserved, and our inalienable rights as a free, peace-loving people be not trampled upon or overthrown, but remain as a fundamental principle for our enjoyment and the enjoyment of our children and of the generations to follow to the end of the world; and be it further Resolved, that a copy of these resolutions be spread on the minutes, and a copy of this council be sent to President Wilson, Governor Brumbaugh and Congressman B. F. Sterling.

## SCHOOL REPORT

Star Junction Enrollment, Percentage and Class Leaders.

The report of the Star Junction schools for the last month follows:

Room No. 1, teacher, Miss Mary E. Hess; enrolled 73; percentage of attendance 92; class leaders, Joseph Wolfe, John Beck, Anthony Shubert, Anna Vera, Russell Eskin.  
Room No. 2, teacher, Mae Rhenour; enrolled 70; percentage of attendance 92; class leaders, Lizzie Decker, John Tork, Tom Laverick, Mary Romonick, Mary Malack.  
Room No. 3, teacher, Mabel Cuppett; enrolled 58; percentage of attendance 94; class leaders, Agnes Pollock, Robert White, Paul Hussar, Helen Decker, Mildred Nutt.  
Room No. 4, teacher, Blanche Murphy; enrolled 61; percentage of attendance 93; class leaders, Helen Barto, Mike Vlosky, Benny Ludwig, Margaret Decker, Mary Timchik.  
Room No. 5, teacher, Josephine Myers; enrolled 60; percentage of attendance 92; class leaders, Lena Kwedella, Mildred Koffer, John Zachary, Bridget Reebuck, John Morgan.  
Room No. 6, teacher, Catherine Dunn; enrolled 61; percentage of attendance 91; class leaders, Elizabeth Shubert, Glenn Hess, Frank Roebuck, Mary Wilhelm, Edward Aspinwall.  
Room No. 7, teacher, Ella M. Pollock; enrolled 49; percentage of attendance 96; class leaders, William Rhenour, Irene Butchko, Josephine White, Robert Thrasher, Irene Stimmeil.  
Room No. 8, teacher, Garnet Jones; enrolled 42; percentage of attendance 91; class leaders, Gertrude Jenkins, Ida Wolfe, William Hess, Bertha Monculick, Annie Smith, Jane Buraworth.  
Room No. 9, teacher, Eliza M. Hess; enrolled 22; percentage of attendance 91; class leaders, Ruth Piersol, Lillian Kaffer, Sarah Graham, Pete Urlik, Mary Beck, Grace Allison.  
Room No. 10, teacher, E. I. Ramsier; enrolled 15; percentage of attendance 91; class leaders, Mary Kosbar, Dorothy Jenkins, Margaret Eskin, Earl Hienbaugh, Elsie Brown.

Room No. 11, teacher, Eliza M. Hess; enrolled 22; percentage of attendance 91; class leaders, Ruth Piersol, Lillian Kaffer, Sarah Graham, Pete Urlik, Mary Beck, Grace Allison.

Room No. 12, teacher, Eliza M. Hess; enrolled 22; percentage of attendance 91; class leaders, Ruth Piersol, Lillian Kaffer, Sarah Graham, Pete Urlik, Mary Beck, Grace Allison.

Room No. 13, teacher, Eliza M. Hess; enrolled 22; percentage of attendance 91; class leaders, Ruth Piersol, Lillian Kaffer, Sarah Graham, Pete Urlik, Mary Beck, Grace Allison.

Room No. 14, teacher, Eliza M. Hess; enrolled 22; percentage of attendance 91; class leaders, Ruth Piersol, Lillian Kaffer, Sarah Graham, Pete Urlik, Mary Beck, Grace Allison.

Room No. 15, teacher, Eliza M. Hess; enrolled 22; percentage of attendance 91; class leaders, Ruth Piersol, Lillian Kaffer, Sarah Graham, Pete Urlik, Mary Beck, Grace Allison.

Room No. 16, teacher, Eliza M. Hess; enrolled 22; percentage of attendance 91; class leaders, Ruth Piersol, Lillian Kaffer, Sarah Graham, Pete Urlik, Mary Beck, Grace Allison.

Room No. 17, teacher, Eliza M. Hess; enrolled 22; percentage of attendance 91; class leaders, Ruth Piersol, Lillian Kaffer, Sarah Graham, Pete Urlik, Mary Beck, Grace Allison.

Room No. 18, teacher, Eliza M. Hess; enrolled 22; percentage of attendance 91; class leaders, Ruth Piersol, Lillian Kaffer, Sarah Graham, Pete Urlik, Mary Beck, Grace Allison.

Room No. 19, teacher, Eliza M. Hess; enrolled 22; percentage of attendance 91; class leaders, Ruth Piersol, Lillian Kaffer, Sarah Graham, Pete Urlik, Mary Beck, Grace Allison.

Room No. 20, teacher, Eliza M. Hess; enrolled 22; percentage of attendance 91; class leaders, Ruth Piersol, Lillian Kaffer, Sarah Graham, Pete Urlik, Mary Beck, Grace Allison.

Room No. 21, teacher, Eliza M. Hess; enrolled 22; percentage of attendance 91; class leaders, Ruth Piersol, Lillian Kaffer, Sarah Graham, Pete Urlik, Mary Beck, Grace Allison.

Room No. 22, teacher, Eliza M. Hess; enrolled 22; percentage of attendance 91; class leaders, Ruth Piersol, Lillian Kaffer, Sarah Graham, Pete Urlik, Mary Beck, Grace Allison.

Room No. 23, teacher, Eliza M. Hess; enrolled 22; percentage of attendance 91; class leaders, Ruth Piersol, Lillian Kaffer, Sarah Graham, Pete Urlik, Mary Beck, Grace Allison.

Room No. 24, teacher, Eliza M. Hess; enrolled 22; percentage of attendance 91; class leaders, Ruth Piersol, Lillian Kaffer, Sarah Graham, Pete Urlik, Mary Beck, Grace Allison.

Room No. 25, teacher, Eliza M. Hess; enrolled 22; percentage of attendance 91; class leaders, Ruth Piersol, Lillian Kaffer, Sarah Graham, Pete Urlik, Mary Beck, Grace Allison.

Room No. 26, teacher, Eliza M. Hess; enrolled 22; percentage of attendance 91; class leaders, Ruth Piersol, Lillian Kaffer, Sarah Graham, Pete Urlik, Mary Beck, Grace Allison.

Room No. 27, teacher, Eliza M. Hess; enrolled 22; percentage of attendance 91; class leaders, Ruth Piersol, Lillian Kaffer, Sarah Graham, Pete Urlik, Mary Beck, Grace Allison.

Room No. 28, teacher, Eliza M. Hess; enrolled 22; percentage of attendance 91; class leaders, Ruth Piersol, Lillian Kaffer, Sarah Graham, Pete Urlik, Mary Beck, Grace Allison.

Room No. 29, teacher, Eliza M. Hess; enrolled 22; percentage of attendance 91; class leaders, Ruth Piersol, Lillian Kaffer, Sarah Graham, Pete Urlik, Mary Beck, Grace Allison.

Room No. 30, teacher, Eliza M. Hess; enrolled 22; percentage of attendance 91; class leaders, Ruth Piersol, Lillian Kaffer, Sarah Graham, Pete Urlik, Mary Beck, Grace Allison.

Room No. 31, teacher, Eliza M. Hess; enrolled 22; percentage of attendance 91; class leaders, Ruth Piersol, Lillian Kaffer, Sarah Graham, Pete Urlik, Mary Beck, Grace Allison.

Room No. 32, teacher, Eliza M. Hess; enrolled 22; percentage of attendance 91; class leaders, Ruth Piersol, Lillian Kaffer, Sarah Graham, Pete Urlik, Mary Beck, Grace Allison.

Room No. 33, teacher, Eliza M. Hess; enrolled 22; percentage of attendance 91; class leaders, Ruth Piersol, Lillian Kaffer, Sarah Graham, Pete Urlik, Mary Beck, Grace Allison.

Room No. 34, teacher, Eliza M. Hess; enrolled 22; percentage of attendance 91; class leaders, Ruth Piersol, Lillian Kaffer, Sarah Graham, Pete Urlik, Mary Beck, Grace Allison.

Room No. 35, teacher, Eliza M. Hess; enrolled 22; percentage of attendance 91; class leaders, Ruth Piersol, Lillian Kaffer, Sarah Graham, Pete Urlik, Mary Beck, Grace Allison.

Room No. 36, teacher, Eliza M. Hess; enrolled 22; percentage of attendance 91; class leaders, Ruth Piersol, Lillian Kaffer, Sarah Graham, Pete Urlik, Mary Beck, Grace Allison.

Room No. 37, teacher, Eliza M. Hess; enrolled 22; percentage of attendance 91; class leaders, Ruth Piersol, Lillian Kaffer, Sarah Graham, Pete Urlik, Mary Beck, Grace Allison.

Room No. 38, teacher, Eliza M. Hess; enrolled 22; percentage of attendance 91; class leaders, Ruth Piersol, Lillian Kaffer, Sarah Graham, Pete Urlik, Mary Beck, Grace Allison.

## PETITIONERS TO SEEK REDUCTION IN COST OF GAS

Councilman Duggan Says Action May Be More Than Mere Stay of Proposed Increase.

## AUDIT OF BOOKS ASKED

Claim is Made That Gas Company Recently Declared Big Dividend Reducing Its Capital to Such an Extent That It Cannot Make Improvements.

Instead of merely opposing the increase in gas rates which the Fayette County Gas company announced would become effective on April 26, action by City Solicitor E. C. Higgins before the State Public Service Commission may bring about a reduction in the present rates, according to Councilman John Duggan.

The local petition is signed by John Duggan, Jr., George Markle, M. J. Rolland, W. E. Kelley, C. W. Uils, John Duggan, Sr., R. M. Cuthbertson and E. K. Dick.

The petition states that the gas company gives as a reason for the 18 per cent increase in rates the expense of piping new territory to secure an additional supply.

"These expenditures are not an extraordinary expense, but are really an investment, constituting part of the plant of the corporation," avers the petition, which adds, "the rate for gas should be made on the basis of a fixed valuation for this plant, including any additions that it may be now necessary to make."

The petition makes the flat charge that the corporation in the recent past declared a very large dividend, which was really a reduction of its capital. By cutting a meager in the way of big dividends to its stockholders, the company finds itself without ready cash to make needed improvements and then taxes the customers for the bill, according to the allegation of the petitioners.

The petitioners urge that if a fair value is placed on the plant and its equipment, all proper charges for operation, depreciation and other expenses can be met and the plant will continue to yield a fair return to its owners.

In conclusion the petitioners ask:

1.—That the corporation, Fayette County Gas company, be required to show that an increase in its rates hereof charged to domestic consumers is necessary, and that the amount of the proposed increase, to wit, from thirty to thirty-five cents per thousand feet is reasonable.

2.—That your honorable body cause to be made an audit and examination of the books of the corporation, and an appraisal of the property, plant and equipment of the corporation, for the purpose of determining the value thereof, in order to determine whether the proposed increase of rates is necessary and reasonable.

3.—That unless the questions hereby raised be finally determined before April 26, 1917, the corporation, from and after that date, be required to issue to its patrons and the consumers of its gas, certificates of excess payment to be repaid to the respective consumers, in whole or in part, in the event that the proposed increase of rates is not sustained, as the case may require.

4.—That a hearing be had upon this complaint or petition, and that a day be fixed for that purpose at which such supplemental orders may be entered as may be necessary for the proper disposition of this case, agreeably to the Public Service law of Pennsylvania.

Petitions filed by the Central Trades and Labor Councils of the county with the Public Service Commission, by Attorney Harry W. Byrne, contain 1,800 signatures.

## NEED STENOGRAPHERS

Business Men Find It Almost Impossible to Get Typists.

A scarcity of stenographers is worrying business men of Connelville, and it has become necessary to call into service three seniors in the high school commercial department, Merrill Lessig is working at the West Penn car barn, Miss Helen Mitchell at the Lindsey-Berkey Lumber company offices, and Miss Emma Brindlinger at S. N. Johnson's establishment. These students return to school for their work in English while they receive credit in their commercial studies for the work they do in the business offices.

Many difficulties have been encountered in securing a successor to Miss Camilla Munk, who recently resigned her position as secretary to the superintendent of schools. Two young women who were considered immediately received substantial advances from their present employers.

## FOR ARMENIAN RELIEF.

Five Months' Contributions From Connellsville Total \$115.

Connellsville people have contributed, from October 1, 1915, to March 1, 1917, \$115.30 for Armenian-Syrian relief. The committee states that, in order to meet the minimum requirements of the destitute exiles and refugees in these lands, it would require and should receive every month as a proportionate share from Connellsville, \$522.

A letter has been sent to Mayor R. Marietta asking him to appoint a committee from this city that will be responsible for securing from the citizens this amount.

## Get Marriage License.

Albin Lumborg of Jones Hill and Anna Borwald of Sugar Hill, Jefferson county, were granted a marriage license in Buffalo, N. Y., late Wednesday.

## What Conscription Law Means

Here is what the new selective draft law enacted by Congress Saturday night means to the nation:

Every male citizen of the United States, regardless of his physical condition, or occupation, whether married or single, if he is within the age limits set by the law, must register on the government roll. The President will call for this by public proclamation immediately, and will at the same time announce the registration officers, who probably will be postmasters, revenue officers, and other federal officials throughout the country. Severe penalties are provided for non-compliance.

The minimum age limit is 21 years. The maximum is not yet finally determined. It will be somewhere between 27 and 40 years, to be determined by conferees of the House and Senate. The number from each state will be apportioned according to population.

Out of those who register the government will at once select 500,000 men, and President Wilson is authorized to select 500,000 more whenever he desires to do so.

Those men will, after registration, be exempted: legislative, executive and judicial officers of the United States and the several states, persons belonging to religious organizations whose creeds are against war, and ministers of any religious denominations.

Furthermore, the President, in his discretion, may exempt, or draft for partial service, custom house clerks, persons handling mails, workmen employed in arsenals, navy yards and armories, persons engaged in industries necessary to the maintenance of the military establishments, pilots and mariners of merchant vessels; persons having dependent families; and all persons who are morally or physically deficient.

The new law also authorizes the President to raise, by the volunteer system and for the war only, enough men to raise the regular army up to 287,000 men, and the national guard to 625,000 men.

The law, it is estimated, will give Uncle Sam an army of approximately 2,000,000 well-trained officers and enlisted men by next Spring.

Boys under 21 and over 18 years probably will be allowed to volunteer and will be accepted if physically fit.

## POTATO GROWING CAMPAIGN PLANNED BY SAFETY BOARD

First Step Following Organization Is to Mobilize the Farmers.

## JOHNS HEADS COMMITTEE

Former Sheriff President, E. T. Norton of Connellsville Treasurer, Paul H. Hickman of Uniontown Secretary and George S. Connell Assistant.

Organization of the Fayette county branch of the Pennsylvania Public Safety Committee was effected at a meeting of the seven original members Saturday afternoon here. A meeting of the food supply and civil relief committee has been called for Thursday afternoon at 1:30 o'clock in Uniontown's municipal building to formulate plans for instituting a garden planting campaign.

The officers chosen are as follows: Former Sheriff P. A. Johns, Uniontown, chairman; Paul H. Hickman, Uniontown, secretary; George S. Connell, Connellsville, assistant secretary; E. T. Norton, Connellsville, treasurer. The other members of the original committee are F. W. Wright and Charles Davidson, Connellsville, and Senator W. E. Crow and Albert Gaddis, Uniontown.

The first project of the committee, it was decided, will be the mobilization of Fayette county farmers to institute an intensive campaign with emphasis laid upon the cultivation of potatoes. Plans for that campaign will be made at the Thursday afternoon meeting. Assistant Secretary Connell mailed notices of the meeting to the members of the food supply and civil relief committee, numbering about 60, this morning.

P. E. Dougherty, county farm agent, was present at Saturday afternoon's meeting. He advised the members that the points raising campaign be conducted in the mountain area as much as possible, away from the coke smoke, which he says has a blighting effect upon the tubers.

Members of the farm and garden committees in the northern division are:

Farm, J. J. Barnhart, Dunbar township; E. L. Lloyd, Connellsville township; Frank A. Tarr, Dawson; Isaac Collins, and I. F. Woodmansee, Ohio; Charles Detweiler, Pennsylvania; Tilden H. Kerns, Normalville; C. B. Sipe, Hill Run; H. C. Friesen, Connelville township; E. F. Arnold, Vanderhill; R. F. D. Walter P. Miller, Indian Head, and B. H. Christner and T. S. Dunn, Connelville.

Garden, Mrs. W. O. Schoonover, Mrs. D. D. Brooks, Mrs. F. G. Goodwin, Mrs. W. L. Wright, Mrs. D. B. Smith, Mrs. Josephine Reid, J. A. Lyon, A. S. Silcox, S. P. Ashe, R. B. Smith, P. R. Weimer, John Johnson, J. T. Johnston and Frank Curtis, Connellsville.

## PASTOR DISCUSSES

"WHY WE ARE IN THE WAR"

At a stirring patriotic service in the First Methodist Episcopal Church here Sunday morning, Rev. G. L. C. Richardson preached to a congregation that crowded the large auditorium on "Why We Are in This War."

Perhaps the feature of the occasion was the turnout of patriotic organizations. Members of the William P. Kurtz Post, C. A. R., the Sons of Veterans, of the Spanish War Veterans, the J. O. U. A. M., the Boy Scouts and the Campfire Girls, attended, and the delegations from each were surprisingly large.

The church was attractively decorated with American flags, those of America's allies and neutral nations. Rev. Richardson spoke of the war as being a conflict between the powers of light and the powers of darkness, a struggle for humanity. "At first the issues were not clearly defined," he said, "if the German autocracy was on one side, so was the Russian autocracy, equally detestable, on the other." Now, he pointed out, all was changed. "We have suffered in humiliation," he said, "When Germany has struck us on the one cheek, we have turned the other. We have been asked to walk one mile and we have gone two."

Stock Brings Girl. A baby girl has arrived at the home of Mr. and Mrs. Frank H. Snook on Hecent street. Mrs. Snook was Miss Martha Strawderman before her marriage.

Malcolm Aaron Kobackier, 27 days old, son of Alfred J. and Ida Aronson Kobackier, died Monday night shortly after 9 o'clock at the family residence in West Green street of pneumonia contracted last Friday. Deceased was born April 3 last, and was the only child of Mr. and Mrs. Kobackier. The June 13, 1910.

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## CRAWFORD STATUE DEDICATION IS PUT OFF UNTIL JULY 4

Unveiling Planned for Memorial Day Is Deferred for Over a Month.

## PLASTER CAST IS DELAYED

C. S. Kilpatrick's Design Completed In Time But Cast Which Goes to Bronze Founder From Which to Complete Monument Not Received.

The unveiling of the Colonel William Crawford memorial, which had been fixed for Decoration Day, will be postponed until July Fourth.

Rev. Ellis B. Burgess, secretary of the memorial commission, informed this morning from C. S. Kilpatrick of New York, the artist who designed the memorial, that delay in the receipt of the plaster cast, from which the statue will be made by the bronze founder, will make it impossible to complete the work, ship the statue and erect it in time for unveiling upon the date intended.

Mr. Kilpatrick completed his model some time ago but the making of the plaster cast has not progressed as was expected, hence the necessity for change in the date of unveiling. At least two weeks, perhaps longer, will be required to complete the cast and to make the bronze casting. This will carry the date of shipment well into the month of June. To provide against any other possible delay it has been deemed advisable to postpone the date of formal unveiling until July Fourth.

## SCHOOL REUNION

Former Teachers and Pupils Gather at Tyrone.

A very pleasant day was enjoyed at Tyrone school house in Lower Tyrone township Saturday, when many former teachers and pupils gathered for a reunion.

The program was opened by devotional exercises by Rev. W. B. Purcell of Dawson. Drills and songs of the patriotic nature were given by the present pupils of the school, and many talks of a reminiscence nature were given by old teachers and pupils. The interior of the school house was decorated with flags and the work of the pupils. The reunion was arranged by the present teacher, Miss Edna Torrence.

The following former teachers were present: J. M. Luckey, J. C. Hagerman, Mrs. Martha Gallagher, Mrs. Minnie Hixon, and S. Stahl Shallenberger, all of Lower Tyrone township, and J. E. Newcomer of Monessen. Among the former pupils and friends present from a distance were the following:

J. E. Newcomer and family, Mrs. Nannie Layton Berry and two children, C. W. Shallenberger and daughter, of Monessen; Mrs. Margaret O'Neal, Uniontown; Mrs. Alice Newmyer and grandson, Paul, of St. Junction; R. E. Laughrey, Mrs. Bell Brown Harrer, Mrs. May Brown Shotts, Miss Sarah E. Brown, Mrs. Ella Stricker Lewellyn, Scottdale; Mrs. Alma Fox Waggoner and two daughters, Irwin; Mrs. Cora Torrence Laing, Edna Shallenberger, Owensdale; Arthur, Frank, Ethel, Edith and Ruth Leighly, Alverton; W. B. Purcell, Dawson; Mrs. Florence Frank, Vanderhill.

Subscribers Now. Subscribe to The Weekly Courier, \$2.00 per year, in advance.

## The Grim Reaper

MRS. MARGARET LOUGHRAN.

Mrs. Margaret Loughran, a life long resident of the West Side, died Monday at the home of her son, Thomas Loughran, at Edenboro, following a three days' illness of pneumonia. The body arrived here Thursday morning on a special street car and was removed by Funeral Director J. L. Stader to the Immaculate Conception church, where a requiem mass was celebrated at 9:30 o'clock by Rev. Father John T. Burns. Mrs. Loughran was 66 years old. Her maiden name was Miss Margaret Collins. She was married to James Loughran, whose death occurred in 1906. Mrs. Loughran was the mother of 11 children, the following of whom survive: Thomas, Joseph and Patrick Loughran, of Edenboro; James Loughran, of Filbert; Charles Loughran, of Connelville; Mrs. James Duffy, of Fairbanks; Mrs. G. W. Dawson, of Monongahela, and Mrs. James Gitten of Filbert. She was a member of the Immaculate Conception church.

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## WHAT RAILWAYS HAVE DONE AND MAY DO IN THE WAR

What May Take Place in the U. S. as a Result of British Experience.

### SERVICE IS INVALUABLE

To the National Government: Radical Changes Would Be Made in Operating and Traffic Regulations; Pooling of All Freight Equipment.

The situation of the railways of the United States in the important part which they must play in the war in which we are now involved, is somewhat similar to the position of the railways of Great Britain in the important part which they have played during the last 30 months. Therefore, what has been done in the management of the railways there under the conditions of war may forecast what will have to be done here under similar conditions.

Some of the notable moves which have been made by the Railway Executive Committee in cooperation with the government have been an increase of 50 per cent. in passenger fares; the pooling of freight car equipment; and the institution of severe restrictions and economies in all branches of the service in order to meet increases in employees' wages and enormous increases in the cost of materials. One of the most significant features of Great Britain's policy is that these increases in expenses are automatically assumed by the government. The large increase in passenger fares has been made not to increase revenue, but to reduce the amount of passenger travel in order to facilitate the movement of freight. With the increase the third-class rate becomes 3 cents per passenger per mile and the first-class rate 5 cents per mile.

These facts are brought out in an illuminating article in the current issue of the Railway Age Gazette, by Julius H. Parmelee. It is a general recognition that the effectiveness of the part which the United States will play in the war will depend largely upon the efficiency with which its railways are operated. Of all the countries now involved there is the closest resemblance between the United States and Great Britain. There, as here, the railways are privately owned. There, as here, arrangements have been made between the government and the railways by which, in the main, operation is left in the hands of the railway officers. There, as here, a committee of executive officers has been organized with almost autocratic authority. In Great Britain, however, the government has guaranteed to the railways the same net return as they made in the period immediately preceding the war, while here the government makes no guarantee regarding railway earnings.

In view of this similarity of conditions and partial similarity in the plans adopted for handling the situation some details of the British plan outlined in Mr. Parmelee's article are of especial interest in this country. The Railway Executive Committee, acting under the authority of the British Government, has found it necessary to take some of its most vigorous measures as recently as since January 1, 1917.

It has taken off many passenger trains, closed many stations and abandoned the operation of some branch lines to expedite the movement of freight and military traffic, to save coal and to relieve employees for more important service. The amount of permissible baggage has been curtailed, restaurant and sleeping cars have been reduced in number or taken out of service and several hundred daily passenger trains were withdrawn from service on January 1. The average speed of passenger trains has been reduced by the elimination of a number of fast express trains. It is stated that further advances in passenger rates will be made unless that already made reduces travel sufficiently. So far there has been a reduction of about 20 per cent. in travel since January 1.

The absolute guarantee by the government of the net returns of the railways has made feasible the adoption of a system of complete pooling of freight equipment. Under war conditions traffic has been so heavy that many difficulties have been met in securing an adequate supply of cars. The important feature of the pooling system is the elimination of empty mileage. Only a few classes of cars owned by the railways are excepted from the pool and it is probable that from \$60,000 to 700,000 privately-owned cars will later be brought under its operation.

Mr. Parmelee points out that the French railways have been subject to similar influences in the matter of increased wages of employees and increased cost of material. A few laws passed on account of the increased cost of living increased the wages of employees by \$35,000,000. The six principal French railways which before the war were in a prosperous condition have made deficits estimated at \$30,000,000, but their dividends also are guaranteed by the government.

One feature of railway operation in Great Britain under its emergency system is, Mr. Parmelee says, highly satisfactory. The railways have shown themselves thoroughly efficient and have rendered invaluable service to the country. Not only have they handled ordinary traffic with reasonable promptness, but they have moved troops as required and carried untold quantities of munitions for the government. This they have done notwithstanding the fact

that 150,000 of their employees have entered military service, this number representing 25 per cent. of their whole number of employees and 50 per cent. of those of military age.

The expenses of the railways, of Great Britain, the Railway Age Gazette points out, have been subject to the same influences as those that prevail in the United States. But the attitude of the government is entirely different. There the government meets the added expenditure entailed by a state of war and the stockholder suffers no loss. Here, the railways must look to increases in their rates for the protection of their net return, it is to be safeguarded.

## FRICK COMPANY ANSWERS SUIT

Willing to Pay DeMuths Reasonable Damages, Superintendent Beerbower States.

UNIONTOWN, April 27.—Testimony was taken before Judge E. H. Reppert, sitting in equity, today on the rule granted a few days ago upon the H. C. Frick Coke company requiring them to show cause why a preliminary injunction should not be issued to restrain them from trespassing upon the DeMuth land in Connellsville township. Charles E. DeMuth, Albert H. DeMuth, Joseph A. DeMuth, Elizabeth B. McGinnis, and Ida M. DeMuth, owners of the property, and P. R. DeMuth & Sons, a corporation, lessees, are the plaintiffs in the action and the Frick Coke company and D. D. Van Swearingen are the defendants. It is alleged by the plaintiffs that the Frick company has employed Mr. Van Swearingen to go upon the DeMuth property and pillars and abutments are now being erected there.

Albert N. DeMuth, of Connellsville, called by Mr. Matthews, testified that Ralph C. Beerbower attempted to purchase the DeMuth land.

Mr. Beerbower, who is superintendent of the Davidson works of the Frick company, was called by Mr. Matthews. He testified that as the superintendent of the plant he had told Albert N. DeMuth that the Frick company would pay him a reasonable sum of damages for going on the land.

Mr. Beerbower testified that two bore holes have been drilled on the DeMuth property into the fire section of the Davidson mine and that two concrete foundations have been erected upon which have been placed a pump and motor. A frame building has been constructed over these, he said, and a 12-foot well has been drilled.

The superintendent testified that there has been a fire in a part of the Davidson mine for 30 years and that it is now burning under the tracks of the Southwest branch of the Pennsylvania railroad and under Mounts creek. He said that it is the purpose of the company to seal off this part of the mine, the work, he declared, being absolutely necessary for the proper drainage as well as the ventilation of the Davidson mine.

"We propose to flush the fire section with clay," explained Mr. Beerbower. He told how the clay will be pumped into the fire section of the mine to fill up the space where the coal and pillars are being burned out. He said that it is the intention to pack this section of the mine with clay in order to prevent the mine falling in. Should the supports be burned from under the creek, Mr. Beerbower said, the Davidson mine would be flooded, and it would be impossible to pump out such large quantities of water. The coal under the creek and the railroad, he said, is about 30 or 40 feet deep.

Mr. Beerbower testified that the Frick company owns about 10 acres of unmined coal under the DeMuth land, and said that unless the fire section is sealed off, it will not be possible to mine at least seven acres of it.

## P. R. R. PLEDGES AID IN WAR

Directors Vote Full Power to President Roe to Take Whatever Action May Be Necessary Any Time.

The directors of the Pennsylvania railroad, at a recent meeting, adopted a resolution empowering President Roe to take whatever action may be necessary to make the company's organization and facilities of the greatest possible utility and service to the government in the preparation for and conduct of the war. For this purpose, he is authorized to make such use of both the organization and facilities of the railroad as will, in his opinion, best make to that end.

This step was taken in conformity to a pledge by company executives "that, during the present war, they will cooperate their operations in a continental railway system, merging during such period all their merely individual and competitive activities in the effort to produce a maximum of national transportation efficiency."

As a result of the pledge, the direction of the continental railway system was placed in the hands of the executive committee of the special committee on national defense of the American Railway Association.

New Washington Co. Operation. The Little Coal & Coke company has bought 300 acres of coal land just south of Washington and will develop the property immediately. The price paid was \$300 per acre.

Increase in Fuel Gas Consumption. In the 17 years from 1898 to 1915 the consumption of artificial gas from by-product coke ovens and from coal, oil and water gas plants increased more than fivefold.

## Coal Freight Rates

TO EASTERN POINTS		ORIGINATING DISTRICT.			
Rate per Gross Ton of 2,240 lbs.		Pittsburg	Fairmont	Greensburg	Latrobe
Destination					
Baltimore, Md.	\$2.00	\$1.55	\$1.70	\$1.80	\$1.90
Chester, Pa.	1.95	1.50	1.65	1.75	1.85
Harrisburg, Pa.	1.90	1.45	1.60	1.70	1.80
Johnstown, Pa.	1.85	1.40	1.55	1.65	1.75
Lebanon, Pa.	1.80	1.35	1.50	1.60	1.70
New York, 37th St.	2.25	1.80	1.95	2.05	2.15
New York, Brooklyn	2.30	1.85	2.00	2.10	2.20
Philadelphia, Pa.	2.00	1.55	1.70	1.80	1.90
Sparrows Point, Md.	2.00	1.55	1.70	1.80	1.90
Steelton, Pa.	1.75	1.30	1.45	1.55	1.65
South Bethlehem, Pa.	2.10	1.65	1.80	1.90	2.00
Syracuse, N. Y.	2.15	1.70	1.85	1.95	2.05
TO ATLANTIC PORTS via P. R. R.					
Greenwich, Pa. Local	1.75	1.30	1.45	1.55	1.65
Greenville, Pa. Local	1.65	1.20	1.35	1.45	1.55
So. Amboy, N. J. P. O. B. Vessel	1.85	1.40	1.55	1.65	1.75
Harrisburg, N. J. P. O. B. Vessel	2.00	1.55	1.70	1.80	1.90
Greenville, N. J. P. O. B. Vessel	2.00	1.55	1.70	1.80	1.90
Canton, Md. Local	1.75	1.30	1.45	1.55	1.65
Canton, Md. for Export	1.55	1.10	1.25	1.35	1.45
TO ATLANTIC PORTS via B. & O.					
St. George, N. Y. Coal Piers	2.25	1.80	1.95	2.05	2.15
St. George, N. Y. for Export	1.80	1.35	1.50	1.60	1.70
Philadelphia Coal Piers	1.75	1.30	1.45	1.55	1.65
Philadelphia for Export	1.65	1.20	1.35	1.45	1.55
Curtis Bay, Balto. Piers	1.75	1.30	1.45	1.55	1.65
Curtis Bay, Balto. for Export	1.55	1.10	1.25	1.35	1.45

\*The rate from the Fairmont District to Johnstown is 75c, Monongahela Railway to state line, 35c, below state line to Fairmont, 35c. The Connellsville Rate applies to shipments from points on the Southwest Branch of the Pennsylvania railroad south of Ruffalo, from points on the Pittsburgh, Virginia & Charleston and points on the Monongahela River railroad.

TO WESTERN POINTS.		ORIGINATING DISTRICT.			
Rate per Net Ton of 2,000 lbs.		Pittsburg	Fairmont	Greensburg	Latrobe
Destination					
Canton, O.	4.95	\$1.10	\$1.05	\$1.00	\$1.00
Chicago, Ill.	1.80	2.05	1.95	1.90	1.85
Cleveland, O.	1.80	1.15	1.10	1.05	1.00
Columbus, O.	1.80	1.15	1.10	1.05	1.00
Detroit, Mich.	1.40	1.25	1.20	1.15	1.10
Indiana Harbor, Ind.	1.40	1.25	1.20	1.15	1.10
Toledo, O.	1.25	1.10	1.05	1.00	0.95
Youngstown, O.	.70	.55	.50	.45	.40
Lake Ports	.70	.55	.50	.45	.40

The Pittsburgh District includes points east as far as Latrobe and south on the Southwest Branch to and including Ruffalo south coast and including Brownsville and Baxwell on the Pittsburgh, Virginia & Charleston railroad eastward to Devon on the Easton and Ohio railroad and eastward to Dickerson Run and southward to and including Brownsville on the New York Central line.

The Connellsville District includes points on the Southwest Branch of the Pennsylvania railroad south of Ruffalo, on the Pittsburgh, Virginia & Charleston except Brownsville and all points on the R.R. railroad points; New York Central points east of Dickerson Run including Connellsville transfer, and points on the Baltimore & Ohio, Dawson to Point Marion, Pa.

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Contract Awarded for Shaft Sinking, Slopes and Dredging.

## WILL SHIP THE RAW COAL

By River to East Liverpool, O., and Reship by Rail to By-Product Coke Ovens at Parent Company at Youngstown. Whole Water Route Planned.

The development of the Buckeye Coal company's tract of coal land in Cumberland and adjoining townships in Greene county is to be entered upon at once. A general contract covering the improvements has been awarded to the Dravo Contracting company of Pittsburgh and instructions have been given to commence the work at once. The work will be rushed day and night seven days a week with the expectation that it will be completed by the end of the year. The contract covers the sinking of several shafts, driving several slopes and dredging the Monongahela to provide location for a river loading barge. It is estimated that over 50,000 cubic yards of concrete masonry will be required in the different foundations and structures and that \$1,500,000 or more will be expended in making the improvements.

The tract of coal to be developed comprises about 3,000 acres, part of which has been purchased within the past six months. The holding and operating company is a subsidiary of the Youngstown Sheet & Tube company, Youngstown, O., in which J. A. Campbell, one of the members of the J. V. Thompson Creditors' Committee, is president.

The plan of operation is to make shipments of raw coal by barge to East Liverpool, O., then re-ship by rail to the company's by-product coke ovens at Youngstown. The completion of the inner lock chamber of Lock No. 6, Rice's Landing, last August, will prove of immense value in shipping the fuel by river, as all the dams are equipped with double lock chambers, operated by double turbines, enabling the more rapid lockage of tow boats. Steps already have been taken by manufacturing interests on the Mahoning and Beaver rivers to ship the products of these mines entirely by the river route. Last February a petition was sent to the secretary of war asking for the improvements of these two rivers, for a distance of 41 miles. This would require 12 locks and dams, seven to be placed in Beaver river and five in the Mahoning river, as Youngstown is at an elevation of 170 feet above the mouth of the Beaver river, where it enters the Ohio river.

To Buy Furnace. The Roanoke Iron & Steel Corporation has been organized in New York to purchase the West End furnace at Roanoke, Va. The stock, which last was active in 1907.

Sold West Virginia Coal. The Bessemer Coke company of Pittsburgh, has sold 1,100 acres of coal in the Fetterman district, Taylor county, W. Va., to Charles E. Pool and associates of Clarksville.

## BEER AGENTS RESTRICTED

Court Adopts Rather Stringent Regulations Governing Sale and Delivery to Coke Works Employees.

In handing down the distillery license early in the week the Fayette county court, through Judge L. H. Reppert, announced regulations governing the sale and delivery of liquor to the employees of the coke works. Distillers and brewers will be permitted to fill only such orders as are placed at their lawful places of business and for which money must be paid at the time the orders are given, and that no goods shall be sold under any other conditions.

Deliveries to employees of coke companies are to be subject to the supervision of superintendents of the plants as to time, frequency and quantity, and no orders shall be placed in the custody of drivers except such as have been ordered and paid for at the plants and properly marked and designated for delivery to the purchasers. Violations are to be promptly reported to the district attorney by superintendents of the plants. These regulations are in accordance with the request contained in a petition filed in court some time ago by the coke operators asking that restrictions be placed upon the unrestricted activities of beer agents. They are also modeled upon the regulations adopted by the court of Washington county some months ago.

## W. & L. E. SOLD

Western Maryland to Use Road in Linking Up Its Own Lines.

NEW YORK, April 30.—Control of the Wheeling & Lake Erie railroad has passed into the hands of Rockefeller interests, it was announced today. The road has been purchased in behalf of the Western Maryland Railroad Company, owned by Rockefeller interests and it is understood that the Western Maryland plans to use the Wheeling & Lake Erie in linking up the Washington and Chicago lines.

Control was obtained through the purchase from Kuhn, Loeb & Company and Blain & Company, syndicate managers for the organization of the Wheeling & Lake Erie, or approximately \$11,600,000, seven per cent of the stock of the road. It is understood that the purchase price is 88 and accrued dividends. For the purpose of effecting the proposed Washington & Chicago line, it is said negotiations have been going on for a Baltimore-Washington connection.

To Enlarge Pier. Contracts have been let by the Virginian Railway Company for additions to its large coal pier at Sewalls Point, Norfolk, Va., at a cost of \$750,000.

Get Big Bonus. Employees of the Bethlehem Steel Corporation received approximately \$3,500,000 in bonuses last year.

## PATENTS

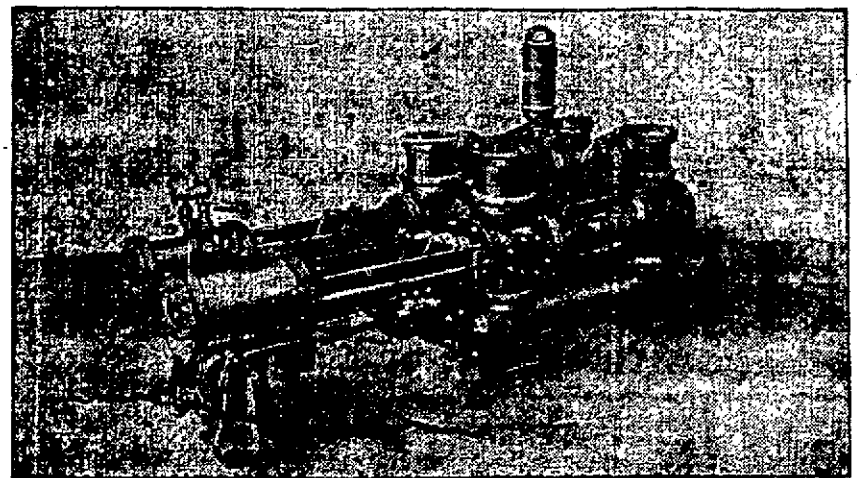
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